

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORT.

	Per Dozen	Per Bottle
Port - - - - -	\$14.00	\$1.20
B - - - - - Red Seal Capsule - - - - -	18.00	1.55
C Superior Light In- valid, Green Seal Capsule - - - - -	21.00	1.80
D - - - - - Viol- et Seal Capsule - - - - -	28.00	2.40
E Very Fine Old Tawny - White Seal Capsule - - - - -	37.00	3.30

The following Ports have been specially selected and procured from Messrs. G. O. G. SANDEMAN, SONS & CO., of London and Oporto, and are of the highest class:—

	Per Dozen	Per Bottle
Douro - - - - -	\$19.00	\$1.70
Old Tawny - - - - -	23.00	2.05
Invalid - - - - -	23.00	2.05
Estrella - - - - -	29.00	2.55
- - - - -	32.00	2.80
Very Old Tawny - - - - -	48.00	4.10
Oldest and Finest - - - - -	55.00	4.70

A. S. WATSON & CO.,
LIMITED.ALEXANDRA BUILDINGS,
Hongkong, 16th June, 1910.

The Hongkong Telegraph

HONGKONG, MONDAY, JUNE 27, 1910.

THE END OR THE BEGINNING?

In such a conflict of will as that in which, without doubt, the ricksha coolies and the general interests of the public, or let us say for the sake of brevity the Government, have been engaged, the view taken by an intelligent outsider would be of present interest and future value. Everyone in Hongkong is so personally affected by any change or disturbance of his daily routine that it is almost impossible to get even a statement of fact uncoloured by individual or class interest. With the best will in the world to find or acknowledge ourselves deceived in the view which was forced upon us from the beginning, we must say "We told you so." Attempts on the part of interested parties to attach all the blame for the inconvenience caused by the strike to the owners of rickshas and to ascribe to their oppressive greed the discontent which caused it have surely been proved vain. The Chinese are past masters in the art of confusing issues, and it is easy to choose so obvious a scapegoat as the men who are, rightly or wrongly, supposed to earn cent per cent in the course of little over two years on an investment of eighty dollars for a rubber-tyred ricksha. The truth, however, is now clear. As we said from the first, there was no need for a strike at all, and had the ricksha coolies only been sensible enough to lay their just grievances before the Registrar General, they would have quickly obtained ample satisfaction and full justice, "well pressed down and brimming over." They chose to make themselves scarce instead, and though a witty correspondent who signed himself "Change" remarked in our issue of Saturday on "the quiet prevailing in the commercial quarter of the City" owing to the absence of the usual obstructive ricksha standing or being pushed in front of one near the curb of the pavements, and though the "inconvenience some business people had to put up with" may have had some compensation in the variety which "Change" says is the "cream of life," the ricksha pullers succeeded in making themselves vastly unpleasant as well. The vastness of that unpleasantness can only be realised by a stout elderly gentleman, something of an invalid, on a very hot day. "Shank's Mare" has none of the attractions that such very non-equestrian exercise as walking in the sun with the tem-

peratures at anything over 81 in the shade may offer—to onlookers. We did not like it at all, not merely because of the discomfort caused to others besides stout, middle-aged business men (to ladies, for instance) but also because of the "calm cool concentrated cussedness" as a Casual Critic has called it of that "uncivilized beast" the Chinese coolie as some still "have the temerity to call him." For we protest against "cussedness," however cool, in this hot weather or in any weather, and we maintain that the organized devilry which will, of malice prepense, put everyone to discomfort and uneasiness and cause apprehensions of riot and violence, only to be forestalled by special preparations on the part of the Police, is a sign of an evil will directed against the very source and fount of all law and order. Remedies little worse than the disease were proposed of course—"A Hongkong-Born Civilian" suggested a monopoly, and in a letter on Saturday advocated it very strongly. It will be seen that he desires to see the Government take the matter into its own hands by calling "for tenders for the sole privilege of plying rickshas for hire for a term of years." This is not to be thought of. The argument against such a fatal policy may not here be elaborated; but it will be sufficient to call to mind the grave dangers there are in all monopolies. If a monopoly is instituted in ricksha hiring why, not in chairs, why not in steam-launches, why not in sampans, why not?—But why not in anything whatever? Where is it to end? Monopolies are not run for the public benefit, and we know no more forcible argument against what many loose thinkers and looser speakers nowadays call or miscall Socialism than just the very reasons why monopolies are repugnant to what we may call (or miscall) the "English idea" and are contrary to the spirit of the British Law. The Government here has not found it necessary or advisable to take any steps more drastic than those which suggested themselves from the beginning. Certain of the chief men of the ricksha guilds, that is to say, certain of those who, being chiefs of secret societies, have power and influence in these guilds, have had to promise future good behaviour under pain of incurring the displeasure of His Majesty's Government in this Colony. Those who have to administer this Government are men who are as jealous of individual liberty and as reluctant to interfere with anybody as we ourselves could be. But when designing, cunning minds take advantage of the poverty and distresses of so hard-working and (pace our Critics) uncivilized a class as the ricksha coolies, to pit their own wicked will and evil intelligence against the constant beneficent force of a well-ordered Government, it is well to remember that the Ruler should not "bear the sword in vain."

LOCAL AND GENERAL

Sir John Jordan had audience of the King on May 27.

A CHINESE tailor was given three months' hard labour and four hours' stocks at the Magistracy this morning for breaking into a house.

A NATIVE was fined \$125, in default, two months' hard labour, in the Police Court this morning for concealing a quantity of opium. The defendant on finding his house raided by a number of excise officers attempted to bluff the latter by concealing the drug in an adjacent cubicle.

In the course of an action in the Supreme Court this morning, the Chief Justice, Sir Francis Pigott, said that he found that the new oath was the same as the old one. The administration of the oath under the new law was compulsory unless the juror or witness wished otherwise. That, he thought, was the interpretation of the Ordinance.

EXTRADITION proceedings were commenced before Mr. E. R. Hallifax at the Magistracy this afternoon against two Chinese, for committing the crimes of kidnapping and armed robbery in China. Mr. H. L. Denys, Jr., from the Crown Solicitor's office, prosecuted and the prisoners were undefended. Chief District Inspector Hanson watched the proceedings on behalf of the Police. The men were remanded.

DETECTIVE-Inspector Davies charged four Chinese before Mr. E. R. Hallifax at the Magistracy this afternoon with stealing a box of clothing from the servants' quarters of a house in Nathan Road, Kowloon. Two of the defendants were discharged, while the other two were each awarded four months' hard labour and six hours' stocks. The two latter defendants have previous convictions against them.

A FORMER "boy" belonging to the Owl Grill Room was charged at the Magistracy this morning with stealing two bottles of whisky, one bottle of brandy, two cigars and a quantity of sandwiches and mushrooms, altogether to the value of \$18 from the scene of his former employment. It appears that the defendant was discharged about two months ago for disorderly behaviour and yesterday decided to get into trouble. He was awarded six weeks' hard labour and six hours' stocks.

PETER JOHNSON, a seaman belonging to the U. S. S. *Wilmington*, was charged in the Police Court this morning with assaulting a Japanese at No. 34, Ship Street last evening. It appears that the defendant was on special duty in the vicinity of search of an absconder, and in the house in question accidentally caused a Japanese on the forehead of another Japanese thereby injuring the latter. His Worship ordered the defendant to come up for judgment called upon.

THE English Mail of the 26th May was delivered in London on 25th inst.

A CASE of plague, which terminated fatally, occurred at No. 59, Peel Street. The victim was a Chinese.

The death has taken place in France of the most Rev. P. X. Mugabure, Roman Catholic Archbishop of Tokyo.

A HUGE wild bear weighing 300 and odd lbs. was shot on the side of the railway line near Kamunting by Mr. Walter Boomgard.

A SCOTTISH correspondent suggests that every buyer of a dozen golf balls should be presented with six shares in any of the new rubber companies.

A GENUINE New Jersey advertiser named Fuss offers 20 cents (Strails) for each hundred B. N. B. stamps sent "in good condition." Fivepence a hundred, sender pays postage, and wait three months for your cash is hardly worth the fuss.

A COMMISSION comprising Dr. Gilmore Ellis, F.R.C.S., Straits, Dr. McDowell, F.R.C.S., F.M.S., Dr. Freer, Dr. Wellington, and Dr. Malcolm Watson, with Mr. A. Pal, Superintendent of Emigrants, is sitting at Kuala Lumpur to discuss Estate Sanitation.

THE Java Opium Regie, which largely deals in the Turkish drug, finds itself faced by a rise in prices through the operations of a trust. A knot of British and American speculators have bought up almost all last year's crop, and are trying to corner that of the present year. This year's crop is far above the average, and this opium trust is offering high prices for it.

RETURN of visitors to the City Hall Library and Museum for the week ending the 26th June, 1910:—

	Library	Museum
Non-Chinese	339	195
Chinese	193	2,405
Total	532	2,600

THE largest real estate deal in many months was consummated in Manila on 23rd inst. when Pedro P. Roxas, the wealthy capitalist who owns the controlling interest in the San Miguel Brewery, and many other large investments throughout the Philippine Islands, acquired title to two of the choicest blocks of land on Escolte, by the payment of the sum of P400,000.

A MUKDEN dispatch to the *Mainichi* states that Mr. Chow, Director of Civil Administration in Manchuria, has issued an order prohibiting Chinese subjects from selling and buying lottery tickets issued in Anhui, Hupeh, and Szechuan, under severe penalties. The official holds that the sale and purchase of lottery tickets is a form of gambling, and that in Manchuria, where the people are still in a simple and primitive state, the practice of bartering lottery tickets is likely to inculcate a passion for speculation and gambling among the people.L. D. WEEKS, supervising inspector of hulla and boilers of the Manila custom house, arrived at Hongkong from Manila on Saturday on the *Mongolia*. Mr. Weeks is here on official business, under instructions from the local collector of customs. He will inspect a customs launch for the Philippines customs now nearing completion at Hongkong and will also survey the steamer *Gloria*, recently purchased by the Mindoro Development Company, which, upon her arrival at Manila, will immediately enter the coastwise trade.TAIREN seems to be threatened with the loss of the bulk of her import trade destined for North Manchuria. Hitherto, says to *Navya Zhai*, the bulk of the goods from abroad for North Manchuria has been landed at Tairen. A proposal has now been made to land goods arriving by sea at Nikolaevsk, on the Amur, instead of Tairen, this will effect considerable economy in the freight. The initiative of this proposal belongs to Messrs. Grosjean & Co., of Harbin, who have already begun negotiations with steamship owners on the Amur for the elaboration of an agreement in the matter.

THE export of Formosan camphor for 1909 was a record. The amount exported to London, valued at 1,074,500 kins, to America 2,094,700 kins, and to India 1,000,000 kins. The American market has now wholly emerged from its depression, so that the demand for camphor also has increased in some measure. Fortunately, labour in Formosa is sufficient this year, promising an unusual production of camphor. The average amount of camphor in Formosa is about 300,000 kins every month, but this year there has been an unprecedented production, for instance over 500,000 kins in April and May.

A STRIKING instance of Oriental politeness is reported from the neighbourhood of the White City. A number of Japanese artists recently took a house at Shepherd's Bush, and several large packing cases were delivered in the garden, the unpacking of which necessitated a good deal of hammering. No one complained, but, on a day or two, after the work had been completed, one of the Japanese called upon all the neighbours, apologized most profusely for any annoyance that might have been caused, and gracefully presented the lady of the house with a bouquet of exquisitely fashioned artificial flowers.

THE Farsees are going to commemorate the first landing of their race in India more than 1,000 years ago. There is no direct historical evidence of the first coming of the Farsees to this country from Persia, their original home, nor is the place where they landed mentioned in any historical work, says the *Times of India*. But there is a very old tradition among them that they came to India soon after the downfall of their Empire in Persia and the persecution of their religion there by the Arabs, and that they first landed in this country at Satala, a place on the west coast, about 100 miles north of Bombay, then under a Hindu ruler, who allowed them to settle in his dominions on certain conditions. The tradition is now a legend at Satala.

Gallantry Rewarded.

LOCAL GERMAN SKIPPER
DECORATED.CAPT. BENDIXEN RECEIVES WELL-DESERVED
RECOGNITION.

Whoever remembers the typhoon of last year will remember that men of ordinary firmness and courage found it hard to do more than fend for their own safety and that of the interest which their vocation in life imposed on them as a duty to care for. The dangers and terrors of a typhoon at sea are understood by those who have nearly lost their lives in them. How GRATEFUL EIGHTEEN CHINESE ought to be to Captain Jacob Bendixen of the steamship *Clara Jensen* for bringing them out of the instantly-saving terrors of the demonstration. He and his companions, two ship officers and three engineers, all Germans—and there are no braver men (though some are as brave) than the Germans—battled with the fury of the storm to save those poor people from a devastating junk.

HIS MAJESTY THE EMPEROR noticed among the many reports of occurrences in which German ships had distinguished themselves this little matter of several hours of their heroism and of that dogged fearlessness which is "echt Deutsch." And thought he ought to notice it in some way. There is only one way in which His Majesty the Emperor of Germany, the chief of a confederation of Teutons, who are allied in blood to the Angles and Saxons, can show his approval of an action which is "echt Deutsch." To send him any reward or present is so opposed to every German idea and feeling, that of course, something else had to be done. To write him a letter of congratulation would have pleased a loyal German and a good seaman. But it was not enough for the Kaiser, who rightly judged that when decent men act in a decent way, decent Kings must be Kingly, and an Emperor of Germany is a true King in the sense described by Carlyle. By honoring a brave man for a brave deed he was honoring a class of men, those of German blood who go down to the sea in ships. So he sent him the "Kronen-Orden." This little gold cross, with a circle of blue enamel in its centre, on which is graven the "Iron Cross," and round which is written "GOTT MIT UNS" in Gothic characters, is only given by the Emperor of Germany to those who have distinguished themselves from the generality of mankind by their courage, endurance and

FAITHFULNESS UNDER TRIAL. For many hours the ship *Clara Jensen* tried to save the unfortunate Chinese (some were women and children) on that wave-battered wrecked junk, from which came heart-rending cries for succour. Captain Bendixen and his quiet officers were having a bad time of it in helping themselves, but they were not remiss in answering the call of humanity. They had to fight for their own lives as well for those of the Chinese on the junk. They got to windward of the latter, and with extreme difficulty managed to lower ropes and get the poor people aboard. The Chinese crew worked like Germans under such a leader as Captain Bendixen.

THE KRONEN-ORDEN is worn on the left breast, just over the heart. Over no stancher "heart of oak" will it be worn than over that of the daring old life-saver who has so justly been honoured by the great Prince who should be dear to Englishmen as grandson of our long-loved Queen Victoria, and nephew of that fine sportsman and tactful chief of men, Edward, our Edward, the Edward greatly missed and never-to-be-forgotten.

PROPERTY RECLOSED.

MORTGAGE CLAIM BY THE CHINA PRO-
VIDENT LOAN AND MORTGAGE CO.

Before the Chief Justice, Sir Francis Pigott, in the Supreme Court this morning, Mr. Eldon Potter moved on behalf of the China Provident Loan and Mortgage Company, Limited, that Woo Chi Cheung, at one time a trader in Wellington Street, be ordered to pay to the plaintiff the sum of \$40,000 and interest due and that an account be taken of what was due and that the mortgage be enforced. Defendant was not present in the Court-room.

Mr. Potter stated that the action was for an account to be taken of the principal and interest due in respect of a certain mortgage and that the mortgage be enforced by foreclosure or sale. Mr. H. R. Hancock stated that he was a member of the firm of Messrs. Shaw, Tomes and Company, who were general managers for the China Provident Loan and Mortgage Company, Limited. Witness produced the original mortgage made between him and the defendant. The sum of \$40,000 was due under that mortgage by the defendant to the plaintiff.

Judgment was entered for the plaintiffs with costs.

BOXING.

Britishers who dearly love contests of strength and skill especially in that most English of all sports, boxing, will have an opportunity of enjoying the sight of a really first class scientific glove fight next Saturday at the City Hall. A few people may faintly recall the adjective "battering" as applied to one Sims, a coloured "man of his hands." Now a "battering" gentleman, also coloured, content to be known as "Battering Wilcott" is going to face a champion of our Royal Garrison Artillery, Sergeant Pigott. Twenty rounds is the limit of the contest, but we have reason to believe that it will not last quite as long. The "batter" will take a deal of beating, and Pigott is a most formidable boxer. This should be the best fight ever seen in Hongkong. The remainder of the programme is of a spirited character. Mr. Lovitt, the promoter of the boxing exhibition, is well known in London and Bombay, and any gladiators engaged by him are of the first class. The exhibition is to be held at the City Hall, and the proceeds will be for the benefit of the Chinese Relief Fund.

THE RICKSHA STRIKE.

COOLIES RESUME WORK.

The ricksha strike is at an end. Thanks to the tactful manner in which the Hon. the Registrar General handled the men and the vigilance exercised by the Police against any subversive disturbance and the wholesome moral force they have so successfully employed over the army of coolies, the latter have been brought to their senses. On Saturday afternoon the first signs of the strike giving way manifested themselves at Saiyingspun when a few rickshas began to ply for hire late in the afternoon. The number was augmented yesterday (Sunday) and this morning normal traffic was once again resumed in the business quarter of the City, there being the usual number of vehicles at every stand.

OWNERS AND COOLIES BEFORE THE
REGISTRAR GENERAL.

In the course of the forenoon on Saturday several owners interviewed the Registrar General and expressed their eagerness to have the strike ended, with the consequent loss of money it implied, removed as soon as possible. Following the owners' visit later in the day three of the leading ricksha pullers, who were known to possess influence in the councils of the Coolies' Guild, were summoned to appear before the Registrar General. It is understood that that official pointed out the error of their ways and the uselessness of persisting in a futile attempt to lay down the law to Government, who were in the position to dictate what is right for the public weal. While the men were persuaded to smooth over their differences, they were clearly to understand that any further obduracy would be dealt with with a firm hand. The headmen among the coolies would be held responsible for the combination to resist law and order, and, if necessary, the law invoked for the riddance from the Colony of such characters as threatened the public peace.

SALUTARY EFFECT

Of all this plain speaking did not take long to manifest itself for, as just stated, in the course of the afternoon, some three hundred rickshas issued forth from the Saiyingspun district and, after three days' useless respite, the men were only too glad of the opportunity to earn their living. The first of this small army to regain their wonted daily avocation were not allowed to go wholly unmolested, for no sooner did they get within the limits of the Central District than they were set upon by the rowdies of the turbulent gang whose headquarters are in Aberdeen Street. It is reported that two rickshas were smashed in the collision. The Police, having been on the watch for any such incident, were at once on the scene and the incipient disturbance was

NIPPED IN THE BUD

by the arrest of two coolies who were the ring-leaders in the affair. Later in the afternoon several more arrests were effected, and the Police and Chinese detectives continued to patrol the district covered by vehicular traffic in slightly greater force. Fortunately, no further attempts at intimidation have to be recorded, although a sharp look-out was kept against the collection of large gangs in street corners, the men being kept constantly on the move.

It was the men of the Hoklo clan that tried to prevent the other men from resuming work. The Hoklos come from the mainland and their native place is at Tsoi Luk-fung, near Chik-chau. They are said to be the most notoriously turbulent of the coolie class of people and, almost without exception, belong to the secret societies in Hongkong.

RIOTERS BEFORE THE MAGISTRATE.

Five ricksha coolies appeared in the Police Court this afternoon on charges of making use of threats of violence and assault on a number of other vehicle-drivers with intent to hinder the latter from plying their hire. In the evidence, it came out that some of the defendants snatched the purse of their victims, when the Police intervened in the matter. Three of the defendants were from the Central District while the remaining two hailed from West Point. One of the men was discharged owing to an evident reluctance on the part of the complainant to give evidence against the defendant, three were awarded fourteen days' hard labour each, while the remaining defendant was remanded.

REVISION OF THE SCALE.

It is more than likely that, once the ricksha pullers settle down in real earnest to their work, the sympathy that is unmistakably on their side on the question of the minimum fare for the fifteen minutes' ride, will assume practical form in an equitable revision of the scale so as to prevent the hardship inflicted on the men by many who interpret the scale far too literally without any humanitarian regard for the coolies. While retaining the 5-cent fare, it will remove a just cause for grievance were the authorities to adopt the plan of a sectional division of the City in the Central District, travelling beyond certain limits in which the scale of payment to the coolies would be regulated accordingly.

COST OF THE STRIKE.

In the course of conversation with a gentleman this morning who is more or less acquainted with the Chinese working class in Hongkong, he informed our representative that the recent strike must have cost between owners and pullers several thousand dollars from the time the strike was instituted on Thursday to its termination on Saturday evening. The estimate is arrived at on the following approximate basis:—An owner of a mixed lot of 49 vehicles (1st and 2nd class) stated his loss at between \$10 and \$25 per day in the non-receipt of daily hire from coolies; the payment of the licence fee and the carpenter's wages to keep the rickshas in proper serviceable condition. Taking the average aggregate loss at \$15 for every 49 rickshas, the loss on such works out at, say, 24 cents which represents a total of \$1,176 per day, which, multiplied by the 10 days of the strike, amounts to \$11,760.

The coolies, on the other hand, calculate on earning per capita for a bare living wage, exclusive of the rent of the vehicles, not less than 35 cents a day, 40 cents would be nearer the amount. They are luxurious feeders compared to the average Chinese working class in Hongkong; have three meals a day which cost them 35 cents inclusive of *zamsai* of which they drink moderately. The Hoklo, generally speaking, is not addicted to opium as a vice; if he has a whiff, he smokes only in moderation, but believes in making provision for the inner man in order to enable him to bear the hard toil of the day. At 35 cents per man the loss in wages for the 1,150 men amounts to \$402.50 a day, that is over \$1,100 in three days. The net result of the coolies' obduracy last week has cost them in round figures three thousand dollars.

A FALSE SCARE AT KOWLOON.

Yesterday several people got a serious scare at Kowloon. Not of a tiger, oh dear no! Far worse, it was about the rickshas, the important vehicles which carry weary workers across wastes scored by the parallel cruelty of the iron road through "wildland" to the red-bick rest of a cottage in quiet Kowloon. Yesterday, at a quarter to five, persons arriving by the ferry at the mainland beheld a vision of emptiness, a long line of shed without a solitary ricksha. We for we were there, were told that the "Kowloon rickshas have gone strike-struck now." "Strike-struck! whatever's that?" We were told that strikes were catching, and that the Kowloon rickshas had every one done a bolt up country "somewhere among them there tents" long ago. "Long ago" turned out to be only a quarter of an hour before, but the matter was serious for middle-aged fat people who got in Kowloon what some contemporary or other called the solace of the ubiquitous tramway, which he, or it, declared could take anyone anywhere amidst ricksha, in Hongkong. We wearily disbelieved this about Hongkong, for no tram here can possibly take one every where, and in hot weather, on a hot afternoon, in Kowloon, on Sunday too, to have to walk several ricksha journeys on one's own legs, without help, why it seemed really a case for the Police Inspector Langley, always ready to attend to the public and to put himself to any inconvenience in so doing, took the trouble to go down and investigate the matter personally. The thing still remains unexplained. In the course of twenty minutes or so the long shed was full of rickshas. The Chinese detectives and head coolies could not explain why so sudden an exodus had taken place so shortly before. Some Chinese said that just about 4 o'clock three Europeans had been travelling by ricksha; one paid his fare, and two did not. The gentle ricksha coolies, therefore, feeling low in their minds about life in general and this instance of Caucasian domination in particular, decided that the example of the Hongkong pullers was not a bad one to follow on so mighty hot an afternoon. Others said that so, that was not the reason for the dearth of rickshas. It was caused by a sudden demand for rickshas elsewhere in Kowloon. Whatever the cause, no three Chinese agreed as to what it was, and apart from the inconvenience caused to Inspector Langley, who took a deal of trouble to see whether anything really was the matter, and if so why, and the half hour or more during which no rickshas were under the shed and people arriving by the ferry had to walk home, no harm was done. It may be borne in mind that all rickshas standing under that shed (which was erected at public expense) are obliged by law to ply for hire when required. They cannot refuse. If they do they may be given in charge. They take it in turn to come forward as each ferry boat arrives and in this way crowding and "rushing" passengers is avoided. Whether it be the persuasive way Inspector Langley has with him or whatever it may be we know not, but certainly the rickshas on the Kowloon side are kept under better control than those over here in this gorgeously named Victoria City.

HOLY'S BOAT AT KOWLOON.

THE "PERSEUS" IN HUNGHOM DOCK.

Industrial amenities in Hongkong were never better emphasized than they were to-day when the great, big Blue Funnel liner *Perseus*, of the Ocean Steamship Co., was towed into dock at Kowloon at noon to-day. The *Perseus* is a fine vessel, and rests safely on the block in the No. 1 drydock of the Hongkong and Whampoa Dock Co., Ltd., at Hunghom. She was taken to dock for the repair of one of the propeller blades damaged on her last voyage.

The fact of the docking of a Holy's steamer at Kowloon should dispel the whiggish tongues of detractors who, like false prophets, spoke of the death-knell of the sailor company being sounded with the completion of the Taikeo shipbuilding and repairing yard at Quarry Bay. The competing firms can and do—as is proved in the present instance—work in friendly rivalry. Taikeo evidently believes in the policy of "live and let live." Now that their big dock is engaged with the *Mongolia* occupying a berth, they have given the repairing of the blade of the *Perseus* to the Kowloon Dock, preferring that course to a dog-in-the-manger one by awaiting a vacancy that will be caused by the completion of the *Mongolia*'s periodical overhaul. Evidently, the large tonnage of vessels frequenting the port finds employment for the docking accommodation provided by private enterprise in the Colony.

A RAILWAY COLLISION.

SHOCKING DISASTER IN FRANCE.

London, June 26.
Two express trains "came into collision" at Villeneuve, near Versailles, and both caught fire. The passengers were hurried and managed. Up to the present time no serious harm has been recorded, but the newspapers say that at least seven were killed and thirty injured.

A REMARKABLE PROSPECTUS.

CLAIM FOR RETURN OF \$15,000.

Before the Chief Justice, Sir Francis Piggott, in the Supreme Court this morning, the Tung Sang Wing firm sued Chow Chou Kit to recover the sum of \$15,000, being amount of monies paid and received by the defendant for the use of the plaintiff and converted by the defendant to his own use. Mr. Eldon Potter, instructed by Mr. Dixon, from Mr. R. A. Hardlog's office, appeared for the plaintiff and Mr. C. G. Alabaster, instructed by Mr. P. W. Golding, of Messrs. Golding, Barlow and Morrell, was for the defendant.

Mr. Potter stated that the claim was for \$15,000, money had and received. The defendant admitted receiving the money but raised the defence that the plaintiff firm was illegal inasmuch as it consisted of more than twenty members. The onus was on the defence to begin.

Mr. Alabaster said that under the Companies Ordinance, 1865, no company or association of partnership consisting of more than 20 persons should be formed after the passing of that Ordinance for the acquisition of gain unless registered as a banking partnership.

Mr. Potter—The firm was in existence in 1899 but a new firm was subsequently created.

Mr. Alabaster—That hasn't been definitely pleaded.

Proceeding, Mr. Alabaster said there were heaps of authorities that if any organization consisted of more than 20 members, it could not sue. The defendant could not put forward witnesses as the people from whom he took money were not anxious to assist him in any way (laughter).

Counsel at that point read the following amusing document:—

We have heard that nations have their laws and merchants have their regulations. The national laws being carried out, the Governmental affairs will be well managed. The commercial regulations being observed commerce will accordingly become prosperous. From all this has also been the case in the commercial community. We would submit that the object of our setting up business in this Colony is to seek profits. Should there be no course for the production of wealth, how could we pursue the grand model of action given by the Lord? If we possess ability in speculation, a large business as that of the Chinese can be expected. Therefore we assemble our intimate friends and subscribe together a capital to set up jointly a business in Hongkong under the style of the Tung Sang Wing to receive orders for national of various ports, to do California business and also to receive orders for goods of various countries. It is exactly what is called "the opportunity for opening up the source of wealth." It is expected that we, partners now, establishing this business in advance will be glorious afterwards. We have to use all our might and intelligence to pursue the skillful and we are to carry on the business in harmony and not to excite any displeasure among us. We have also to put forth our energy to foster a large business under agreeable and harmonious terms. Loss and profit shall be equally borne and shared respectively.

In safety or danger, sorrow or joy our original intention will be unchangeable from beginning to end and we should not give it up halfway. Then it may be hoped that the business set up in a foreign port will receive wealth from various times and the foundation laid in a Chinese place will attract profits from all countries. Henceforth, thousands of tons of silver will be accumulated and innumerable valuables will flow in. This will be the great luck of the various partners. This is the preface made.

Here followed a comprehensive translation of the conditions under which the business was to be conducted with a list of the various partners, the total amount of the share capital being \$15,000.

Continuing, Mr. Alabaster said that according to the Chinese ideas there were 3 partners but he would show that there were even more than 33.

His Lordship—But we have to go only beyond twenty?

Mr. Alabaster—Yes, my Lord, but I am putting it forward in case the number is cut down. Proceeding, Mr. Alabaster said that a list had been received from Mr. Harding by Messrs. Golding, Barlow and Morrell, the most remarkable feature of the list being that the number of the partners was exactly 33. The names of the partners were also not in the same order as appeared on the pleadings. Two men were evidently masquerading as one.

Mr. Potter said that putters would go into the box and would say that at the end of 1909, a new partnership was started. The actual number of partners who had shares was not more than 20. Although that was no answer to the point raised by his Lordship as to whether names were persons yet it was quite clear that 20 only did the defendant have the \$15,000 but that he had gone into the box and actually perjured himself. His evidence as a witness would be absolutely discredited.

His Lordship said he would have to decide by his experience in that Court.

Mr. Potter said he would prove that even if there were 100 partners in the firm his client was entitled to the money. He would show that his client did not come within the mischief of the Companies Ordinance. If there had been a contract, then he agreed they could not sue, owing to the contract being tainted by the company's illegality, but there had been no contract. The defendant admitted having taken the money. He put it on his own pocket and disappeared. The question, therefore, arose: Does the property of any illegal firm, illegal because of the fact that the membership consists of more than 20 persons, lie at the mercy of anybody without the firm having any redress whatever? Counsel submitted that that was not so and proceeded to cite authorities in support of his contention.

His Lordship—I'm not satisfied with the case.

Mr. Potter—Then I ask your Lordship for leave to amend.

Mr. Alabaster—I object.

His Lordship—You must take into consideration the character of the man.

His Lordship—That has nothing to do with it.

Mr. Potter—Leave to amend is purely an act of grace on your Lordship's part. It is in your Lordship's power to do so.

His Lordship—But I can't mulct the defendant in costs unnecessarily.

Mr. Potter—At the same time your Lordship must not assist the defendant.

His Lordship—We must stop from arguing the point. It's most important.

Mr. Potter—I'm not for a moment trying to evade it. Leave to amend was suggested by me as an alternative and was wholly evoked by me.

After a brief argument, the case was adjourned.

RUBBER COMPANY REPORTS.

KEPONG RUBBER ESTATES.

The annual general meeting of the Kepong (Malay) Rubber Estates, Ltd., was held on May 24 at the Grand Eastern Hotel, E.C., Sir Gordon Blennerhassett, V.C. (the Chairman) presiding.

The Chairman said: Dealing first with the balance-sheet, I would like to call your attention to the fact that our authorised capital now stands at £15,000 instead of the £10,000 at which it stood at this time last year. We have issued £1,500 of this extra capital to existing shareholders at a premium of £1.10, and this will account for the next item of £3,900.

Last year I told you we expected to produce in 1909 14,000 lbs of rubber; we have actually produced 20,391 lbs, and have realised by the sale of that rubber £7,840, or an average net price of 7s 8½d per lb, compared with 4s 4½d for the previous year. We have made no record price in the actual amount received for any particular lot of rubber, but the uniformly high rate we have been receiving speaks well not only for the careful manner in which our crops were harvested, but also for the very skillful way in which they were treated for us by the neighbouring estate of Kuala Lumpur. The amount available for distribution this year is £2,977, out of which your directors recommend the payment of a dividend of 10 per cent, less income tax, leaving £727 to be carried forward.

Our manager estimates that we shall produce in the present year 35,000 lbs of dry rubber, and I think we may consider that a very conservative estimate. We have arranged to clear and plant another 100 acres on our property and also to set up machinery for carrying our own rubber, which up to the end of the present year will be done by the neighbouring estate of Kuala Lumpur. For the present year we have made no forward sales, but I think it right to tell you that for the year 1911 we have arranged to sell a minimum amount of 40,000 lbs or maximum amount of 50,000 lbs at the price of 8s 6d per lb. (Applause.)

Mr. O. H. Fuerth was re-elected a director, and Messrs. J. D. A. Norris and Co. were re-appointed auditors.

Mr. R. N. Carvalho suggested that, in view of the present price of the company's shares, it might be well to issue the balance of the capital. There seemed to be trouble in regard to labour, and it would be well to have funds to fall back upon.

The chairman said the idea of the directors was that the shares would be held in reserve until there was some prospect of the money being required. He was inclined to think that the labour trouble was not so acute as he would have had to report had he been addressing the shareholders some little time ago. Fortunately their manager had a very firm grip over the labour market. The question of issuing the unissued capital would, however, receive the careful consideration of the directors.

JOHORE RUBBER LANDS.

The annual meeting of the Johore Rubber Lands (Malay), Ltd., was held on May 24 at Winchester House, E.C., Mr. G. Anderson presiding. The Chairman said that although Johore had suffered from disastrous floods recently the company's estates had escaped lightly. The water had subsided, and they hoped to learn by the next mail that the damage to the young trees was less than anticipated.

The company had ample funds in hand for the future, and they found they could depend upon sufficient labour force and adequate supervision. If they could not be assured the directors would say their hands.

ANGLO-JAVA RUBBER AND PRODUCE.

The statutory meeting of the Anglo-Java Rubber and Produce Company, Ltd., was held on May 13 at the registered office, 18, Leadenhall Street, E.C., Mr. J. W. Liner (Chairman of the company) presiding.

The Chairman said: As you all know, this meeting is a purely formal meeting, called only to comply with the Companies Act of 1908. The last instalment for the property was paid on the 26th April, and all the shares in two Dutch companies are now in this company's possession. The contract with the Handelsvereeniging "Amsterdam" provides that the estates should be handed over in good and plantable condition, and the directors have, therefore, taken steps that an expert should be sent to inspect the property. Probably some of you will have seen in the financial press that Messrs. MacLaine Watson and Co. have resigned their position as agents of the company in Java, and they have sent us an official intimation to the same effect. As a matter of fact, Messrs. Lister and Co., Ltd., are the commercial agents for the company, Messrs. MacLaine Watson and Co. being agents in Java, and naturally subordinate to Messrs. Lister and Co., Ltd., and responsible to them. Messrs. MacLaine Watson Co. write to us that it was understood that they were to act in conjunction with Messrs. Kooy and Co. in Soerabaya, but the Board can assure you that they never made any arrangements to that effect.

The Board have arranged with the Handelsvereeniging "Amsterdam" that the administration of the estate should be continued by them on behalf of the company until the 30th June, as it would be impossible to hand over the management of estates of such magnitude as these on the spur of the moment directly the purchase money had been paid. Messrs. Lister and Co., Ltd., who are the commercial agents of the company, have informed the Board that they have been making arrangements for the establishment of their own firm in Soerabaya, and that arrangements for the administration of the estates by them will be completed by the 30th June. We have received from the Amsterdam office of Messrs. Lister and Co., Ltd., an estimate of the value of the produce from our estates from November, 1909, till December, 1910, showing a profit of about £4,500; should like to point out to you that this valuation is made on a conservative basis. You will see that in the prospectus the net profit for the year 1910 was estimated at

£6,600, and, therefore, I can say that the prospects of the company may be considered satisfactory. In order that the formal business of the meeting may be completed I will now move that the directors' report be adopted, after which I shall be happy to answer any questions you may wish to ask.

Mr. Thomas Carritt seconded the motion, which was unanimously adopted without further comment.

LEDBURY.

The report for 1909 states that beyond planting up land already felled and some small pieces to round off fields, no attempt has been made to extend cultivation during the year, all efforts being devoted to organisation, and to getting the estates into thoroughly good order.

The area under tapping has been 562 acres, from which has been obtained an output of 66,887 lbs. dry rubber, as compared with 28,956 lbs. obtained in 1908 by the former owners of the estates. The average price realised for the rubber after deduction of freight, landing, and all sale charges, were slightly over 7s. 7d. per lb. The output for 1910 is estimated at 90,000 lbs. After writing off the whole of the preliminary expenses and making allowance for depreciation, for proportion of management expenses, and for expenditure on the area in tapping, the revenue account shows a profit of £16,478, which the directors recommend be dealt with as follows:—A dividend at the rate of 2½ per cent, £13,125; to reserve, £1,700; to employees' bonus fund, £1,000; forward £653.

LANADRON.

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After making allowance for depreciation, for proportion of management expenses, and for expenditure on the area in tapping, the revenue account for 1909 shows a profit of £73,217 to which has to be added the sum brought forward, making a total of £75,747. An interim dividend of 10 per cent, was paid in November last, and the directors now recommend a final dividend at the rate of 17½ per cent, less tax. A sum of £7,000 is placed to reserve, and £3,150 to the employees' bonus fund, leaving £1,341 to be carried forward. The average price realised for last year's crop, after deduction of freight, landing, and all sale charges, was slightly over 7s. 5d. per lb. The output for 1910 is estimated at 370,000 lbs. The report notes that the estate is clean weeded, and the resident mycologist is ready to detect any new pest or disease that may make its appearance. Shareholders will observe with satisfaction that there has been no undue haste to tap young trees, and will also note that the board has had wisdom to set aside a fairly substantial sum to reserve. Even

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO'S

Royal Mail Steamship Line.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 12 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPERESS OF INDIA" SATURDAY, JULY 16TH.	"EMPERESS OF IRELAND" FRIDAY, AUGUST 12TH.
"MONTEAGLE" TUESDAY, AUGUST 16TH.	"ALLAN LINE" FRIDAY, SEPT. 2ND.
"EMPERESS OF JAPAN" SATURDAY, AUGUST 6TH.	"EMPERESS OF BRITAIN" FRIDAY, SEPT. 23RD.
"EMPERESS OF CHINA" SATURDAY, AUGUST 27TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.
"EMPERESS OF INDIA" SATURDAY, SEPT. 17TH.	"EMPERESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPERESS OF JAPAN" SATURDAY, OCT. 8TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Mail and Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commensurate being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port 45.

Via New York 45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

J. CHADBOURNE, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(Proposed sailings from Hongkong—Subject to Alteration.)

For	Steamship	On
SHANGHAI	"KWONGSANG"	WED'DAY, 29th June, Noon.
SHANGHAI, KOBE & MOJI	"NAMSANG"	FRIDAY, 1st July, Noon.
TIENSIN	"CHEONGSHING"	FRIDAY, 1st July, 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 1st July, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOKSANG"	WED'DAY, 6th July, Noon.
MANILA	"LOONGSANG"	FRIDAY, 8th July, 4 P.M.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamer *Katsang*, *Namsang* and *Fookang* leave about every 3 weeks for Shanghai and return via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Choofoo, Tientsin & Newchwang.

For Freight or Passage, apply to—

JARDINE MATHESON & CO., LD.

General Managers.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	28th June, 3 P.M.
CEBU & ILOILO	"KUNGIANG"	28th " 5 P.M.
SWATOW, AMOY & SHANGHAI	"KWEILIN"	28th " 4 P.M.
NINGPO, WEIHAIWEI, CHEFOO & "PAOTUNG"		28th " 4 P.M.
NEWCHOWANG	"ANHUI"	29th " 4 P.M.
SHANGHAI	"KAIPOW"	29th " 4 P.M.
AMOI, CEBU and ILOILO	"FOOCHOW"	30th " Daylight.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA-TWINSORROW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWINSORROW STEAMERS (Anhui, Chong, Linan, Chihai.)

—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single; \$80 return.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	1140	R. Rogers	MANILA	SATURDAY, 9th July, at Noon.
RUBI	1140	A. F. Jones	MANILA	SATURDAY, 16th July, at Noon.

For Freight or Passage apply to—

SHEWAN TOMES & CO.

General Managers.

Hongkong, 27th June, 1910.

Shipping—Steamers.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to OHIOAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KOBE and YOKOHAMA	"PAMAMA MARU" Capt. T. Ogata	6,051	WED'DAY, 29th June, at Noon.
TACOMA v. KEELUNG, MOJI, KOBE and YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,182	WED'DAY, 13th July, at Noon.

The Co's newly built steamers have fast speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
SHANGHAI via SWATOW, AMOY and FOCHOW	"CHOSHUN MARU" Capt. T. Saito	THURSDAY, 30th June, at 10 A.M.
TASMUI v. SWATOW & AMOY.	"DAIO MARU" Capt. H. Muroyama	SUNDAY, 3rd July, at 10 A.M.
ANPING via SWATOW and AMOY	"JOSHIN MARU" Capt. Y. Yamamoto	WEDNESDAY, 6th July, at 10 A.M.

Special Reduction of 20% will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cabins.

The newly built steamers: "CHOSHUN MARU" and "BOJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co's Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 27th June, 1910.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION:

DESTINATIONS.	STEAMERS.	SAILING DATE, 1910
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	AKI MARU, Capt. K. Homma; Tons 7000 MISHIMA MARU, Capt. E. Mosses; Tons 9000 KAGA MARU, Capt. M. Hagino; Tons 7000	WEDNESDAY, 6th July, at Daylight. WEDNESDAY, 20th July, at Daylight. WED'DAY, 3rd Aug., at Daylight.
VICTORIA, B.C. & SEATTLE	SADO MARU, Capt. S. Hirotsuda; Tons 7000	SATURDAY, 16th July from KOBE.
VICTORIA, B.C. & SEATTLE v. KEELUNG, SHANGHAI, MOJI, KOBE YOKKAICHI, SHIMIZU & YOKOHAMA	INABA MARU, Capt. K. Kawara; Tons 7000 TAMBA MARU, Capt. K. Sato; Tons 7000	TUESDAY, 19th July, at 4 P.M. TUESDAY, 16th Aug., at 4 P.M.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU, Capt. T. Sekine; Tons 5000 MIKO MARU, Capt. M. Yagi; Tons 6000	FRIDAY, 8th July, at Noon. FRIDAY, 5th August, Noon.
BOMBAY, via SINGAPORE AND COLOMBO	TOSA MARU, Capt. Y. Nomura; Tons 6000	THURSDAY, 30th June, P.M.
SHANGHAI, MOJI & KOBE	WAKASU MARU, Capt. N. Nielson; Tons 7000	WEDNESDAY, 6th July.
KOBE and YOKOHAMA	ATSUTA MARU, Capt. Wm. Thompson; Tons 7000	THURSDAY, 7th July, at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA	MIKO MARU, Capt. M. Yagi; Tons 6000	WEDNESDAY, 6th July, at Noon.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN. KOBE RETURN. MOJI RETURN. NAGASAKI RETURN.

1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of call between calling ports in Japan.

Fitted with new system of wireless telegraphy. 1st Class only. Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days; to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply to the Company's Local Branch Office in Prince's Buildings, 1st Floor, Queen's Road.

T. KUSUMOTO.

Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"CATHERINE APCAR."

Captain G. F. Hudson, will be dispatched for the above ports on THURSDAY, the 30th inst., at Noon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 27th June, 1910. [458]

HONGKONG-BOSTON AND NEW YORK.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUZ CANAL.

(With liberty to call at the Malabar Coast).

"INDRASAMBA,"

on MONDAY, 4th July, at 5 P.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 27th June, 1910. [454]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VICTORIA, VANCOUVER, B.C., TAGOMA AND SEATTLE VIA

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	On or about
Kumero	6,232	G. B. McGill	19th July
Aymara	4,563	J. Boyd	26th July

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

LODGE & CO., LIMITED

General Agents

Queen's Buildings, Hongkong, 27th June, 1910. [451]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast)

THE Steamship

"WYNERIC,"

will be dispatched for the above Ports on WEDNESDAY, the 13th July, 1910.

For Freight, apply to

ARNHOLD, KARBURG & CO., General Agents.

Hongkong, 27th June, 1910. [446]

Consignees.

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co's Steamer

"DELTA."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings 300 Cargo—

From London, &c., at 23. Maldivas.

From Persian Gulf, at B. I. S. N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 25th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representatives at an appointed hour.

All claims must be presented within 10 days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARG" FROM LEITH, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 5th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 22nd June, 1910. [449]

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Company's Steamship

"CARDIGANSHIRE,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or extra hazardous Godowns at Kowloon, where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 30th instant, at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, where they will be examined at 9.30 A.M. on 30th instant. No claims will be admitted after Goods have left the Godown not will they be recognized if presented after 10 days of vessel's arrival here.

JARDINE, MATHESON & CO., Ltd., Agents.

Hongkong, 23rd June, 1910. [455]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"POONA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 27th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within 10 days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 21st June, 1910. [451]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADOORIE & Co.—Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	QUESTION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN ON CAPITAL (BASED ON LAST YEAR'S NET).	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	110,000	\$125	\$15	\$1,500,000 \$1,500,000 \$1,500,000	\$2,225,000	2.5% for half year ending 31.12.09 @ 32 1/2 = 5.5.11	4 1/2 %	\$105 \$105.15
National Bank of China, Limited	99,925	7	20	\$1,000,000 \$1,000,000 \$1,000,000	\$3,055,000	\$2 (London 3/6) for 1909	...	\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$150	\$50	\$1,500,000 \$1,500,000 \$1,500,000	none	\$10 for 1908	6 %	177 1/2 sellers
North China Insurance Company, Limited	10,000	15	25	Tls. 22,500 Tls. 22,500 Tls. 22,500	Tls. 207,573	Final of 7/6 making 15/- for 1908	5 %	Tls. 110
Union Insurance Society of Canton	12,400	\$150	\$100	\$1,860,000 \$1,860,000 \$1,860,000	\$287,084	Final of \$10 per share, making 10/- to all \$10 per share for 1909 and an interim divid- end of \$30 per share for 1909	6 %	\$120
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,200,000 \$1,200,000 \$1,200,000	\$707,027	\$12 for 1908 and interim of 5/- for 1909	7 %	\$100
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$2,000,000 \$2,000,000 \$2,000,000	\$418,400	\$6 and bonus \$3 for 1908	7 %	\$114 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	\$1,200,000 \$1,200,000 \$1,200,000	\$426,218	\$17 for 1908	8 %	\$150
SHIPPING.								
China and Manilla Steamship Company, Limited	30,000	\$15	\$25	\$450,000 \$450,000 \$450,000	Dr. \$3,777	5% for 1906	...	\$7 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	...	\$1 for year ending 30.6.1908	...	\$14 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000 \$1,200,000 \$1,200,000	\$20,766	Final of \$1 1/2 for account 1910	8 %	\$12 1/2 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	25	25	\$1,500,000 \$1,500,000 \$1,500,000	...	5/- for 1907 on Preference shares only @ ex 1/6 11/16 = 5.1/4	...	\$66
Do. Do. (Deferred)	60,000	25	25	\$1,500,000 \$1,500,000 \$1,500,000	...	3rd in. of 3/- per sh. (Group No. 12) making in all 4/- for 1908 & interim of 1/- for ac. 1909	5 %	103 1/2 buyers
"Shell" Transport & Trading Company, Limited	2,000,000	2 1/2	2 1/2	\$5,000,000 \$5,000,000 \$5,000,000	102,994	A dividend of 7 1/2 % for year ending 30.4.1910	4 1/2 %	\$248 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,000,000 \$1,000,000 \$1,000,000	\$1,159	A bonus of 5 %	3 1/2 %	\$14 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$2,000,000 \$2,000,000 \$2,000,000	Dr. \$8,000	\$10 per share for 1909	5 1/2 %	\$168 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000 \$700,000 \$700,000	Dr. \$125,895	\$15 for 1897	...	\$16 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 6,000	\$15 for year ending 31.8.09	...	Tls. 235 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	2 1/2	2 1/2	\$2,500,000 \$2,500,000 \$2,500,000	...	Final of 1/6 making 3/- for 1909	9 %	Tls. 17 1/2
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	...	...	First year	...	Pa. 10
Ranch Australasia Gold Mining Company, Limited	150,000	2 1/2	2 1/2	\$375,000 \$375,000 \$375,000	...	\$1 per share 13th dividend	...	\$7
Oriental Consolidated Mining Co., Ltd.	500,000	G. \$10	G. \$10	...	...	Final of Gold \$2.65 for 1909 in all G. \$1.15	5 %	\$7 1/2
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000 \$450,000 \$450,000	Dr. \$8,460	\$1.75 for year ending 31.12.09	...	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$150	\$50	\$9,000,000 \$9,000,000 \$9,000,000	\$264,847	\$2 1/2 for 1909	4 1/2 %	\$11 sales & s.
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000 \$2,500,000 \$2,500,000	\$128,785	Interim of \$1 1/2 for account 1909	...	\$13 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 6,261	Interim of Tls. 2/- for 1910	6 1/2 %	Tls. 78
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	Tls. 1,600,000 Tls. 1,600,000 Tls. 1,600,000	Tls. 9,222	Final of Tls. 4 for 1909	7 %	Tls. 118
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000 Tls. 2,500,000 Tls. 2,500,000	Tls. 4,314	Tls. 6 for year ending 30.6.09	5 1/2 %	Tls. 101 sellers
Central Stores, Limited	50,123	\$15	\$15	\$751,845 \$751,845 \$751,845	\$24,641	\$1.20 on old and 60 cents on first new issue	8 %	\$10 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000 \$600,000 \$600,000	\$1,477	\$2.60 on old shares and 1.50 on new shares	2 %	\$107 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 \$5,000,000 \$5,000,000	\$27,911	Final of 1/6 for 1909	7 %	\$100
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$1,500,000 \$1,500,000	\$5,471	45 cents for 1909	6 %	\$8 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 \$300,000 \$300,000	\$200	\$2 1/2 for 1909	8 %	\$35 sales & b.
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 3,900,000 Tls. 3,900,000 Tls. 3,900,000	Tls. 6,500	Final of 1/6 bonus Tls. 1 for 1909	6 1/2 %	Tls. 110
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 \$625,000 \$625,000	\$1,958	Final of \$1.80 for account 1909	8 1/2 %	\$39 buyers
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 10,991	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 122 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000 \$1,250,000 \$1,250,000	\$9,558	50 cents for year ending 31.7.08	8 %	\$6 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 Tls. 750,000 Tls. 750,000	Tls. 8,372	Tls. 7 1/2 for year ending 30.6.09	12 %	Tls. 62
Laon-king-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 Tls. 800,000 Tls. 800,000	Tls. 4,829	Tls. 6 for 1909	7 %	Tls. 70
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 15,172	Tls. 25 for 1909	10 %	Tls. 240
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,004	12 1/2	12 1/2	\$100,000 \$100,000 \$100,000	\$2,408	15 % per share for 1908	...	\$10 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 \$720,000 \$720,000	NIL	60 cents for 1909	6 %	\$10 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000 \$500,000 \$500,000	\$6,128	10 cents for year ended 31.12.08	...	\$14 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000 \$1,250,000 \$1,250,000	\$12,000	80 cents for 1909	9 %	\$8 1/2 sellers
Daily Fair Company, Limited	40,000	\$7 1/2	\$7 1/2	\$300,000 \$300,000 \$300,000	\$1,892	\$1.20 for year ending 31.7.09	6 1/2 %	\$10
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$4,000,000 \$4,000,000	\$4,990	Final of 40 cents making in all 75 cents	10 %	\$7 sellers
H. Price & Company, Limited	120,000	\$10	\$10	\$1,200,000 \$1,200,000 \$1,200,000	\$670	14 per cent. viz. \$1.40 for 1909	10 %	\$14 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000 \$600,000 \$600,000	\$1,798	A dividend of \$1.20 per share and a bonus	6 %	\$60
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$125,000 \$125,000	\$7,616	Final of 25 for 1909	6 %	\$160 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$600,000 \$600,000	\$2,176	Final of \$1 making in all \$2 for 1909	9 %	\$20
Maatschappij tot Mijn. Bosch- en Landbouw exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 2,500,000 Tls. 2,500,000 Tls. 2,500,000	Tls. 316,682	2nd interim dividend of Tls. 12 1/2 for 1909	4 1/2 %	Tls. 1,480
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000 \$250,000 \$250,000	\$3,014	80 cents on fully paid shares and 8 cents on	5 1/2 %	\$141 sellers
Peak Tramways Company (new)	50,000	\$10	\$10	\$500,000 \$500,000 \$500,000	Pa. 18,610	\$1 paid shares for year ending 31.12.08	5 1/2 %	\$14 buyers
Philippine Company, Limited	75,000	\$10	\$10	\$750,000 \$750,000 \$750,000	...	None	...	\$10 buyers
Shanghai-Sunata Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000 Tls. 600,000 Tls. 600,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	2 %	Tls. 240 sellers
Societe des Papiers et Papeteries de Tonkin	13,300 Benefit shares 1,100	50 CURRENCY Nominal	25 CURRENCY Nominal	...	...	First year	...	\$100 currency
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000 \$150,000 \$150,000	Dr. \$11,096	None	...	\$25 buyers
Steam Laundry Company, Limited	20,000	\$25	\$25	\$500,000 \$500,000 \$500,000	\$127,60	10 % for year ending 31st May 1910	10 %	\$5 ex-div. b.
Union Waterworks Company, Limited	50,000	\$10	\$10	\$500,000 \$500,000 \$500,000	...	60 cents for year ending 31.12.08	8 %	\$7 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000 \$100,000 \$100,000	\$343	60 cents per ord. share for year ending 31.5.09	5 %	\$11 sellers
Watkins Limited	10,000	\$10	\$10	\$100,000 \$100,000 \$100,000	\$1,041	35 cents for 1909	...	\$100 on div.
Watson (A.B.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$900,000 \$900,000	22,013	None	...	\$24 buyers
William Powell, Limited	15,000	\$7	\$7	\$105,000 \$105,000 \$105,000	\$782	None	...	\$2 sellers

Intimations.

COMPANIA GENERAL DE
TABACOS

DE FILIPINAS

ESTABLISHED IN 1882. CAPITAL 2,000,000



"LA FLOR DE LA ISABELA."

High-grade cigars manufactured with the best selected leaf grown in the states of the Company.

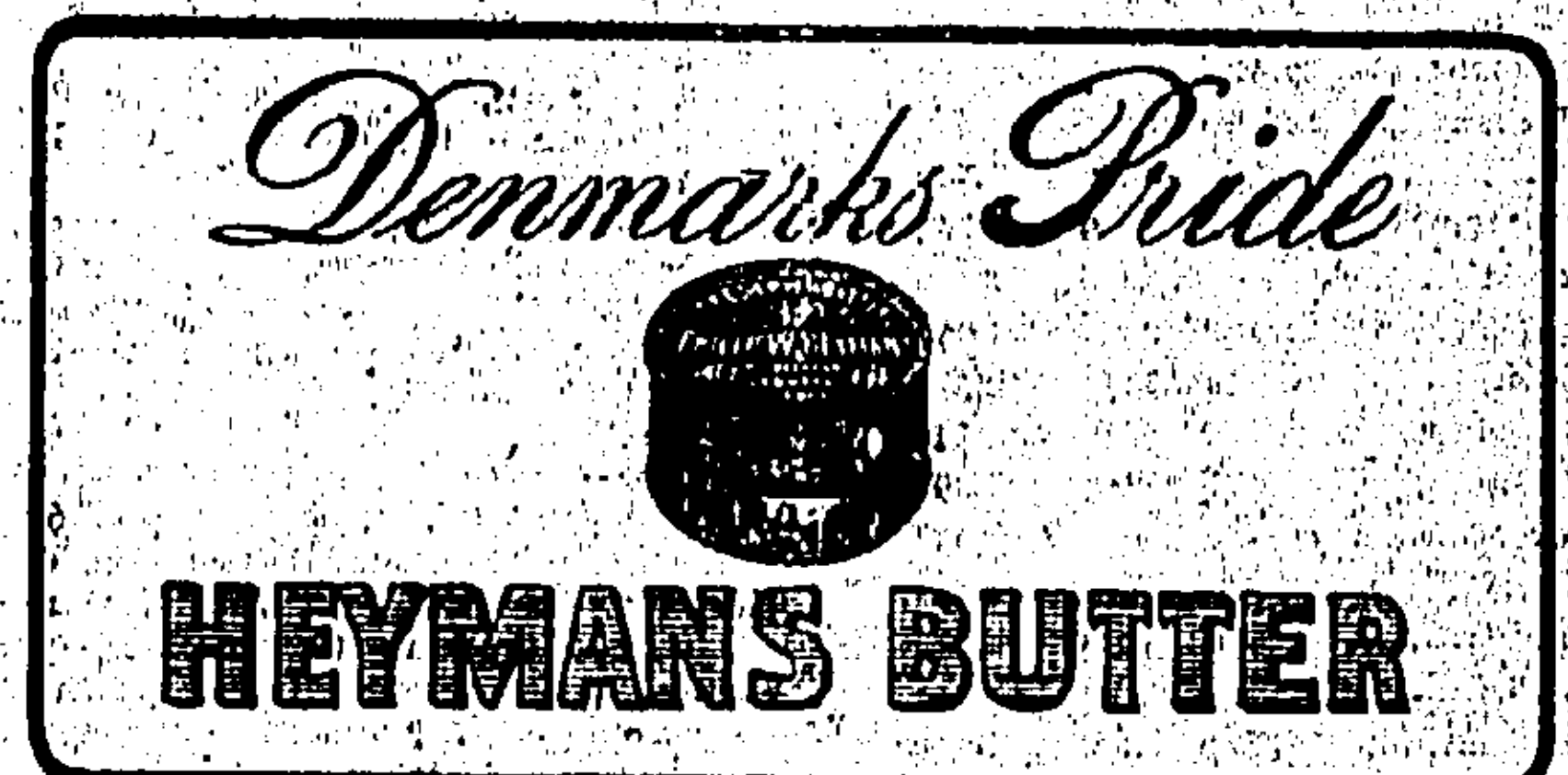
SPECIAL BRANDS:

Pigtails, Vagueros Especiales, Regalia A. Lopez, Regalia G. Pereira, Favoritos A. Lopez, Favoritos A. Correa, Perfection Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETT & CO.,

AGENTS.



SIEMSEN & CO., Sole Agents.

49

Hotels.

BELLE VIEW HOTEL.

Telephone No. 907.

SHAUKIWAN ROAD.

The Bar of this hotel is temporarily closed pending the transfer of the License to sell intoxicating liquors.

MAK NAM WOON,

(Proprietor.)

Hongkong, 7th June, 1910.

[36]

HOTEL CRAIGIEBURN.

PILGRIM'S GAP, the "PINE" near the TRAM TERMINUS Tel. 16

For Terms, &c., apply to the

MANAGER

[37]

Intimations.

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, BAILMAKERS

COAL AND PROVISION MERCHANTS

CHARTERS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS

GROUND FLOOR

ST. GEORGE'S BUILDING

HONGKONG

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMAN'S PATENT GENUINE

COMPOSITION RED HAND

BRAND, HARTMAN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES.

Sole Agents for

FERGUSON'S SPECIAL GRAM

P. & O. SPECIAL LIQUOR BOOTHS

WHISKY &c.

HARRY KING'S

SHIP'S STORES AND EQUIPMENTS

ALWAYS IN STOCK

REASONABLE PRICES

Sole Agents for

Sole Agents for

Sole Agents for

A TOO STABLE.

LEIGHTON HILL ROAD.

(next to No. 1, Police Station)

HAS established a SHOEING FORGE at

Leighton Hill Road, where Horses and

Ponies can be shod by EXPERIENCED

SHANGHAI FARRIERS by arrangement.

Shoeing of Horses and Ponies also undertaken at Kowloon on receipt of Owners' instructions.

PRICES

At the Stables or anywhere in Hongkong,

\$1 per animal.

At Kowloon, \$1.50 per animal.

A TOO STABLE.

Leighton Hill Road.

Hongkong, 22nd March, 1910.

[38]

LEE YEE

HAIRDRESSING SALOON

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND ALL THE LATEST